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Western

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The first settlers on the western prairies were the Indians, and the first range cattle were the buffalo. And over the free and dustless plains the

Indian roamed unchecked, save only for the occasional war party which added zest to his life.

Of our early explorers we should mention Henry Kelsey, 1691, Samuel Hearne, 1770, and Palliser, who explored the Western plains from 1857 to 1860. His 350-page report includes such items as the shooting of buffalo and grizzly bear in the vicinity of the Elbow and is a western classic.

At the time of Palliser there was no white settlement west of the Qu'Appelle Valley Missions or south of the North Saskatchewan River clear to the Missouri. But from the brooding silences of these unknown plains came tales of dark and bloody deeds, culminating in the Cypress Hills Massacre of 1873 when an armed band of whiskey traders from the Montana Territories "cleaned out" forty lodges of Canadian Indians camped on Canadian soil.

This incident focussed attention on the need for law and order of some kind in the West, and Sir John A. MacDonald forthwith signed the order authorizing the formation of the North West Mounted Police.

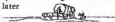
In 1874 the stripling force, consisting of 300 officers and men with half-breed scouts and drivers made the 1000-mile trek across the uncharted plains, arriving at the foothills of the Rockies November 13, 1874. On the Oldman River they built their first fort, naming it Fort MacLeod, in honour of their commanding officer. The following spring a detail of thirty men under the command of Major Walsh came east to the Cypress Hills and built Fort Walsh, the first Mounted Police post in what is now Saskatchewan.

With the coming of the Mounted Police, the first faint stirrings of the infant ranching industry became evident. The first grazing lease was issued to Michael Oxarat on 11,000 acres of land fifty miles south of the present day "cow town" of Maple Creek on September 29, 1885.

Grain farming was still practically non-existent when the scattered settlements along the North Saskatchewan River were paralyzed by the Riel Rebellion of 1885.

Calamitous and unfortunate as this event was, many a pioneer settler earned a "grub stake" freighting for the 5,500 troops under arms

that year. Furthermore, the militia under General Middleton returned East with glowing accounts of the vast prairies waiting for the settler and the plough. But it was many years later before the grain farmer really arrived.



The decade from 1903 to 1913 can be properly described as the homestead era as it was during that period that most of our homestead lands were filed on. Settlers from the four corners of the earth swarmed into the West and, never in the history of any country was such a wave of settlement accomplished with so little violence and crime.

Due credit for this should be given to the North West Mounted Police. Their small detachments, often manned by one lone constable, dotted the countryside. Persons and property were safe. The "Scarlet Riders of the Plains" had brought law and order with them.

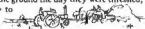
The pioneer settlers suffered hardships that were cheerfully and courageously endured. There was loneliness and isolation for the homestead woman and pioneer school teacher, many of whom had come from cultured homes and settled cities. There were no roads, no autos, no telephones, no radios; hospital facilities were many miles and often terrifying hours away.



This was the day of the often penniless homesteader who had bet his ten-dollar entry fee against the Government's 160-acre homestead that he would not starve to death on it in three years. And yet by the side of the homesteader with his meagre possessions were the big bonanza wheat farms of from 20 to 30 sections of land.

This was the era of the sod shack and the homesteader driving three or four oxen, happy if he could break 40 acres of virgin prairie in a summer's work. And yet, just across the road allowance were the steam monsters breaking that many acres of land in a day.

This, too, was the time of the big threshing crews, up to 20 or 30 men. The giant steamers drove the growling separators, piling up mountains of straw that were often burned to the ground the day they were threshed, the easiest and often the only way to dispose of them.



There were set-backs, of course. There was the frozen crop of 1907 and the dry years of 1910 and 1914, followed by the bumper of 1915. There was hail, frost, rust, sawfly and crops were sometimes snowed under all winter. It was often said of the pioneer that he was the only man who could start with nothing—lose money all his life, and die rich.

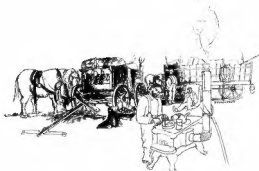
Magnificent pioneering work was done in organizing farm life and farm business into the settled order of life that we have at the present time, and the contributions of men like the late Dr. W. R. Motherwell, to name only one of hundreds, will be long remembered.

And so today in place of the plodding oxen we have the rubber-tired tractor. The sod shack has been replaced by up-to-date farm homes. A huge area is now served by electric power lines. In place of the horse and buggy and the rutted trails, we have sleek automobiles and streamlined trains, and a network of highways and railroads.

Still, in our midst are many of the pioneer men and women who have seen the cavalcade of settlement pass before their eyes and who themselves helped to bring about the vast and interesting development of Canadian Prairie settlement.

To the Prairie pioneers who are still with us, and to those who have crossed the Great Divide, this foreword is gratefully and affectionately dedicated.

GEORGE SHEPHERD, Curator
Western Development Museum
Saskatoon.



BEFORE
THE
SETTLERS
CAME



This photograph of an Assiniboine Indian Lodge was taken near Fort Walsh in 1879. Lodges or teepees were of various sizes, the size being estimated by the number of buffalo skins required to cover them.



Scaffold burial was practiced by many of the Indian tribes. The body was wrapped in a buffalo robe or blanket. It was then placed high up on a scaffold or in the branches of trees all ready for when the Great Spirit called.



Indian Council. The head men of a tribe would frequently meet to discuss camp affairs with the Police or neighbouring tribes. Note the smoke grimed teepee with dog travois sticks leaning against it. A genuine Red River Cart is in the background along with horse travois stick and teepees.

THE EARLIEST SETTLERS

A combination horse and oxen outfit such as this, gave the homesteader a workable team. When travelling on the road was required, he used the horses and left the slower moving oxen at home.



Many homesteaders favoured oxen at first. They were cheaper to buy, they required no oats, and they grazed their feed off the prairie. The ox driver used two languages—English and Profane, but swearing at oxen was not regarded as swearing at all.



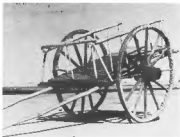
The original sod school house of the Handford S.D. No. 1857, built in the pioneer days in the Binay district. Built in 1907, two of the pupils, W. C. Handford and R. H. Murdoch are now practicing doctors in the city of Winnipeg. The sod shack was a feature of pioneer life being cool in summer and warm in winter.

A typical scene on Main Street Winnipeg, in the 1880's. The original Red River Carts had buffalo hide tires and no metal whatever was used in their construction. The high wheels enabled shallow streams to be easily forded. Deeper rivers were crossed by placing the wheels under the cart and the cargo rafted over.



**HORSE
DRAWN
VEHICLES**

This oak cart at the Museum was made by the Indians many years ago. Note the hide tires and simple construction. Seven or eight hundred pounds was considered a fair load. Known as "Manitoba Pianos" from the squeaking of the ungreased wheels they were familiar sights in the pre-railroad era.



This folding top Surrey donated by the Motherwell family is one of the Museum's prized exhibits. Formerly owned by the late Rt. Hon. Dr. W. R. Motherwell who came west to Abernethy in 1882. His courage and vision had much to do with shaping the course of Western farm history.



This fancy driving coach was formerly owned by Peter Verigen leader of the Doukhobor sect in Canada from 1902 until his death in 1924. It was used by him mainly on special and state occasions. Note the fine workmanship, the plate glass windows and the mudguards over the steps.



This "Surrey with the Fringe on Top" was donated by Wm. Silverwood of Saskatoon. It was brought West in 1910. Lucky was the owner of such a conveyance. With a high-stepping team and a rawhide centered whip he was the envy of all as he dashed down the streets in the bygone horse and buggy days.



Yukon Stage Sleigh. Used on the Overland trail the Yukon's first highway, constructed in 1902. This 139-mile road between Dawson and Whitehorse was covered in stages of about 80 miles a day, horses being changed every 20 miles or so. Up to 275 horses were used on these runs with some fifteen relay ports at 20 or 22-mile intervals.

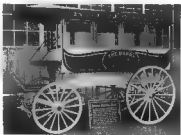


The T. Eaton Buggy. This buggy, for many years, was owned by Timothy Eaton, founder of the T. Eaton Company. Mr. Eaton was a noted horseman and used this buggy for his own personal transportation. In a runaway accident he suffered a broken hip which hastened his death. Timothy Eaton, an Irish immigrant, opened his first store in Toronto in 1869.

This horse-drawn ambulance was donated by the City of Moose Jaw. Purchased new in 1907 it was operated until 1917. It was in great demand at all hours of the day and night during the flu epidemic of 1918 and no doubt helped save many a life. What a contrast between this slow-travelling wagon and the modern high-speed ambulance of today.



Barry Hotel Bus These Hotel Buses were the forerunner of the modern taxicab. This one was built in 1913 for R. J. Barry at a cost of \$1,200. On meeting the trains the driver would shout the name of his hotel - its rates - and perhaps the humidity "Wet or Dry" while soliciting patronage for his house.



This elegant example of a Jewish burial hearse was donated by the Jewish Community of Saskatoon. It was used by the Jewish people of this city for their distinctive burial rites from 1908 and 1940. The Hebrew inscriptions were translated for the Museum by Rabbi R. Adler of this city.

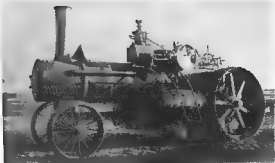
THE
OLD
STEAM
ENGINES



Engines fall into three classifications: Stationary, Portable and Tractor. This is a Case portable used for threshing, wood sawing or feed grinding. Note the seat for the driver of the team that moved the engine from place to place. Purchased new in 1912 it developed 10 horsepower on the belt and is still in excellent running order.



Often alluded to around the Museum as "The Grand Old Lady of the Fleet" this Reeves 12 130 H.P. tractor is of the cross compound type. It was manufactured in 1912 and in demonstrations at the Museum still puts a 12 bottom plow at 3 1/2 miles per hour. It weighs 38,000 pounds and was used on the Seabury farm in the Pease district.



Robert Bell steam tractor single cylinder 30 H.P. built by Robert Bell Engine and Thresher Co. of Sarnia, Ont. Alton McEwen of Revelstoke, Sask., who donated this engine to the Museum bought it new in Winnipeg in 1913 for \$4,000. Used by him until 1925 it proved to be a powerful and very satisfactory machine.



This Canadian Special 28-88 steamer was built by the Minneapolis Threshing Machine Co. in 1916. This "Minnie" will pull ten plows in breaking and drive the largest threshers to capacity, burning coal, wood or straw for fuel. Used on the Regina plains until the late 1930's.



This Stevens Turner and Burns horse-drawn steam thrashing engine was built about 1883. It was one of the first to operate in what is now the Province of Saskatchewan. Donated by George Cross of Wadron, whose father used it there in the early eighties. Note the reversed N's on the smoke box door, and seat for the driver as it was moved from place to place.



Sawyer Massey single cylinder steamer 25-75 H.P. Donated by the Scharf Bros. of Lenexa, Sask. who homesteaded near Perdue in 1907. The Scharf Bros. used steam engines for a full 30 years, starting in 1905. With a previous engine they broke some 7,000 acres of raw prairie. Truly it can be said of these boys that they were indeed "sodbusters".

The 30-60 Avery Undermounted. Note the undermounted engine similar to railway locomotive type. This tractor was obtained from A. S. Ferguson of Govan, a 1904 homesteader. This tractor cost \$3,200 new in 1910. It could haul 8 plows in breaking and drive the Avery "Yeller Peeler" separator to capacity.





25 H.P. Northwest steam tractor return flue. Built by the Northwest Thresher Co., at Stillwater, Minnesota around 1903. Note the return flue boiler and the fire box fitted for the burning of straw for fuel. This engine is frequently used at the Museum for demonstration purposes.



25-65 Waterloo Steam Tractor built by Waterloo Mfg. Co. of Waterloo, Ont. Donated by Fred Pohl of Yorkton, an 1898 homesteader who purchased it new in 1914 and used it until 1937. Weight 8,000 lbs. Engine and separator together cost \$5,250 new.



Geyer Steam Tractor. This 40-120 H.P. double cylinder traction engine is a 12-plow size. It was built about 1910 and sold in Manitoba as a demonstrator. From 1920 to 1935 it was used in the Hague district. It has been used for plowing, threshing, moving buildings, as a power plant, and for a sawmill until 1945.



25-75 Autman & Taylor steam tractor. Built about 1910 and first used at Snipe Lake and later to Sovereign. The makers of this engine mounted the shafting gears, etc., on a separate chassis, the claim being that as a result the boiler was subjected to less strain and would therefore last longer.



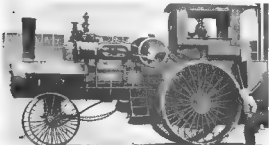
28-80 H.P. Cock of the North steamer. Built 1910 and worked in the Roshero-Laird district for some 20 years. Weight ready for the field 44,000 lbs. and travelled at approximately 24 miles per hour. Note the J-wheel mounting, unusual in steam tractor construction.



28-60 H.P. George Whee. Built by the George Wheeler & Sons Co. of London, Ontario, who have been in the farm machinery business since 1887. This fine looking tractor is at present on view at the Museum's North Battleford exhibit.



36-10 H.P. Rumely's carrier Lion and in R. A. Hubert & R. Verhurst who homesteaded there in 1907. One of our largest steamers was used here in 1910 at Regina for \$4,000, it was last used in 1928. Its weight in working order is over 45,000 lbs. The boiler is one of the largest ever used in regular service and is having more than 465 square feet of heating surface. It carried 175 to 185 lbs. of steam pressure. At a Winnipeg Plowing Contest in 1910 a similar engine pulled thirteen 14-inch plows in prairie soil.



The George Langley 32-110 J. 1 Case. This engine was purchased new in 1912 by George Langley, later Hon. George Langley, Minister of Municipal Affairs in the Walter Scott Government. With his four sons, Herbert, Frank, John and Wilfred, the Langley family were actively engaged in farming and district activities at Speeds and Richard. This engine hauled a 12-bottom plow and in an average day of about 16 hours would turn over from 35 to 40 acres. At threshing time the output would range up to 4,200 bushels of wheat a day and around 1,000 bushels of oats per hour. A colourful and historic figure in the early Legislature whose honor and integrity was never questioned, the West owes much to pioneers as exemplified by George Langley.



Waterous Steam Roller Road building was the main job performed by steam rollers, their weight, together with the smooth faced wheels, producing the desired effect. The Museum acquired it from the City of Saskatoon who bought it second-hand in Winnipeg in 1936 and used it until 1953 in the construction of many of Saskatoon's paved roads.



"Promix Condipod" Steam Log Hauler Donated by The Pao Lumber Co. These engines were used in the Carrot River country. These engines could haul enormous loads, more especially after the roads had been iced. Up to 32-sled loads of logs could be handled, each sled being equal in capacity to a railway flat car. A man rode on the sled runners in front of the engine to steer the machine—a "not so hot" job at forty below zero.

We have illustrated but a few of the steamers on display at our three Museums. All are in actual operating order, and most of them represent discontinued lines and, therefore, cannot be replaced. These machines were actually used and played their part in the busy days of the pioneer West. This fast vanishing page of prairie history—of the large threshing crews, the burning straw piles, the harvest excursions—will soon become legend like a race that is lost. But as these giants of the past come to life again at the Annual Threshermen's Reunion at the Saskatoon Museum so do the few remaining old timers who ran them. And as the old boys move around among the separators that are threshing grain again, who can guess what memories crowd in on their hearts. And at such times, as the steamers whistle and the separators hum, one can well believe that the moisture in the old timers' eyes isn't all caused by the dust.

TR
GA
TRACTORS

The Marshall Gasoline Tractor 32-70 H.P. Built by Marshall Sons & Co. of Gainsborough, England, around 1911. Its four cylinders have a seven-inch bore and stroke, turning over at 800 R.P.M. The Marshall Company offered their first gasoline tractor to the trade in 1907.



Autleman Taylor Gas Tractor 30-60. Donated by C. G. Hennickson of Zelma. Purchased in 1921 for \$7,000, it was used for 22 years for breaking, threshing and road grading. Driving a 35-64 separator it threshed 3,636 bushels of wheat in one day.



60-90 Twin City Gas Tractor. This giant was sold new in South Dakota in 1919. The makers claimed that these 60-90's were the most powerful gasoline tractors on wheels to be built in America at that time. The first spring it was operated, pulling a 12-bottom breaking plow and packer, it plowed continuously for 28 days and nights, stopping only long enough to re-fuel and change plow shares. On exhibit at our Yorkton Museum.



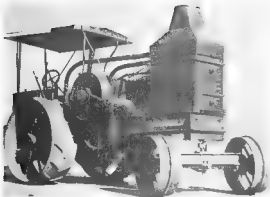
This 40-80 H.P. Minneapolis tractor is a grandfather of the present line of Minneapolis-Moline tractors. This engine is a 10-plow size and weighs over 22,000 lbs. Was used in the Regina and Aberdeen districts.



This 20-40 H.P. J 1 Case Gas tractor was offered to the trade from 1912 to 1922. It is a 3-6 plow tractor weighing 14,000 lbs. Purchased new in 1918 for \$3,000 by George Stephenson, a Saskatoon pioneer of 1888, it was used in the Saskatoon-Floral prep units, the 1930's.



These Ramble Oil Pulls were a common sight in the West 30 mod 40 years ago. This is a 15-30 rated as a 4-6 plow size. Its one cylinder has a 10-inch bore with a 12-inch stroke. Donated by E. R. Potter. Mr. Potter has made a lifetime study of the history of pioneer farm machinery and he is responsible for most of the information on the interesting signs displayed on the exhibits at all three museums. His contribution has been invaluable and is gratefully acknowledged.



J. L. Phelps Rumely Of all the names in internal combustion tractors the Rumely Co. Pull was one of the best known and most reliable. Operating as it did on a mixture of kerosene and water it established for many years unbeaten records for fuel economy. This Rumely 15-45 was donated to the Museum by Mr. J. L. Phelps, Chairman of the Board of Directors of the Museum.



Fairbanks Morse Gas Tractor, 5.30 H.P. This one cylinder tractor was purchased new in 1912 for \$2,300, and was used until 1928 in the Broderick district by Gay and Engel Dordall who started farming there with oxen in 1901. Tractor is a 3-6 plow size, weighing 7 tons.

3-39 Bates Seed Mule. Donated by Frank Appleby of Pincham, a 1911 homesteader and former President of the United Farmers' Trust Section from 1944-46. A light-weight tractor that had the unfortunate habit of upsetting for little or no reason. A 3-plow size, costing \$1,375 new in 1917.



Moline Universal Gas. One of a new one introduced by Moline Plow Co., 1917-1918. Cost \$1,875. Donated by J. J. Jensen of Altona, Manitoba. Was adaptable for horse-drawn machinery. The operator handled implements and tractor alone.



8-16 Mogul. The I.H. Co. offered this type tractor to the trade in 1915 to 1917 in response to the demand of the small acreage farmer for a low-priced tractor, simple to operate and cheap to run. Price in 1916 was \$725 cash f.o.b. Chicago. Single cylinder has a 8-inch bore and 12-inch stroke. Hopper cooling system.

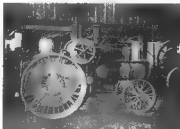


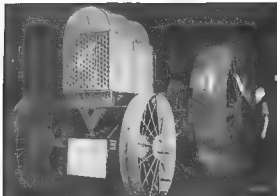
Case 10-20 Gas Tractor The J. I. Case Co. first produced these 3-plow, 3-wheel tractors in 1915 and sold them for \$400 at the factory. Motor is a 4-cylinder 44 x 6 x 900 R.P.M. Came from the Belgrave Sask. district



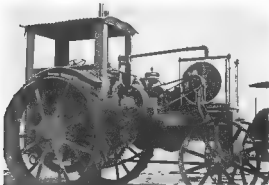
The Ramely Gas Pull was an all-round gasoline tractor put out around 1914. It was light, powerful and easy to handle. The makers advertised it as a tractor that would pull a four to six-bottom plow through sod or stubble for 24 hours a day if necessary.

Townsend 12-25 H.P. tractor Looks like a steamer but actually operates on gasoline or kerosene. The boiler contains water for cooling, and is fitted with tubes. Donated by Lutha Bees of Punnichy, who used it for breaking and churning. Yes, it still runs.





This is one of the famous Big 4, 10-60 H.P. tractors with its 8 foot drive wheels. It sold as a 4-0 plow tractor. In 1912 a farming company at Zealandia, South Island used six of these engines pulling five bulldozers each at harvest time.



15.30 Farmall about 1920. Four cylinder slow speed handling four plows. A novel feature was the individual carburetors for each cylinder.



Pioneer Gas Tractor 30-60 H.P.
Purchased new in 1916 for \$4,500. It is a four-cylinder opposed, weighing 11½ tons, and was rated as a 10-plow tractor. Had three forward speeds up to 5 M.P.H. Note the 8-foot drive wheels. Last used in 1938.



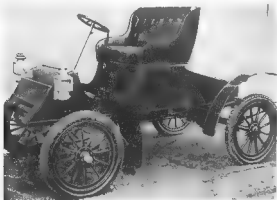
Holt Self-Propelled Combine
This wooden-bodied, 20-foot-long, self-propelled combine was built early in 1918 at Stockton, California, by the Holt Manufacturing Co., builders of the Caterpillar line of tractors. This firm had sold pul type combines as early as 1885—some of immense size cutting a swath of 42 feet, were offered as regular production machines. Holt built their first self-propelled combines in 1911, a few were built subsequently and finally offered to the trade in 1915. Some 300 were sold between 1915 and 1920—quite a record considering its limited use and that they cost around \$5,000 at the factory.

We are proud of our exhibit of the pioneer gas engines. For here we display for you the birth pangs of the internal combustion farm tractor. Note how the makers were all pulling different ways with machines driven by one, two, three or four wheels. They were powered by any number of cylinders from one upwards, and for fuel they would burn anything from water to whiskey. These machines were often difficult to start, were sometimes hard to keep going, and many were uncomfortable to ride. Perhaps the greatest advance was made in the farm tractor when it was put on rubber. This lengthened the life of the tractor and incidentally the life of the operator, too. Today's high-speed tractor is a mechanical marvel, reflecting one phase of the research that has gone into agricultural engineering.

AUTOS



The 1898 "Mobile Stanley" Steam Carriage. About 1898 Stanley Bros. of Newton, Mass., designed and built a small steam car that was fairly dependable. This car has a two-cylinder engine and the boiler is of the fire tube type carrying up to 250 lbs. of pressure. The boiler is fired by gasoline under pressure. Turns are of the single tube variety. Note their steering bar.

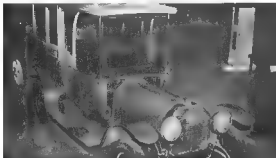


This 1901 model A Ford was Mr. Ford's first venture into the commercial field. Only 650 of this model were built and they sold for \$800 at Detroit. This car has a two-cylinder motor, chain drive with planetary clutch and gear box. It had a 72-inch wheel base and weighed 1,000 lbs. This is the original Model A.



Chev. 4 '98. Gaster and Louis Chevrolet put their first cars on the market in 1912 and that year produced 2,999. It was a five-passenger touring car and sold for \$2,100. The Ford-General Motors compact war existed even in 1918 when Chevrolet offered the 490 as competition for the Model T.

The Bush Roadster. Produced from about 1907 to 1911. Has single cylinder motor which runs counter clockwise. Has two forward speeds and reverse, max. run speed 15 m.p.h. Note the wooden frame, wooden axles, wooden wheels and the fact that the chassis is mounted on four coil springs. Price at Detroit, 1911, \$485.



Peerless "Six" Limousine. This custom-built Peerless was a special order car for Senator Loughree's wife at Calgary in 1910, but delivery was not taken. Represented one of the most expensive and largest passenger cars ever to be built at that date.



The Rauch and Lang electric car was built in 1911 and cost \$4,350 at Saskatoon. Requires 80 volts to operate it and with original battery in new condition could travel 70 miles in a charge. For smooth, quiet cheap operation the electric vehicle could not be surpassed.



1905 Cadillac Touring Car Donated by Mrs. N. D. Myrick of Davidson, Sask., and used by the Myrick family in the early days. Its one cylinder motor is located under the front seat and is cranked at the side. Has 2-speed planetary transmission chain drive and spur gear differential. Original cost was \$950 f.o.b. Detroit and gas was brought in from Moose Jaw at 65 cents per gallon. It gave many old timers of the district the thrill of their first car ride. If it could only see its offspring now.



1907 Maxwell Roadster Two cylinder water-cooled motor without a fan or circulating pump. The Maxwell is a forerunner of the present Chrysler-Dodge line of cars.

The Holman horseless carriage
Probably built around 1903-03
A farm democrat with a 2-cylinder
air-cooled motor under the
front seat. Note the tiller steering,
the rope drive and rear
entrance door. The gas tank
serves as the back of the front
seat.



4 cylinder Hupmobile Roadster
The Hags came out around
1910 with a price tag of \$750.
Its slogan: "The smartest and
best little car ever marketed in
America at anything like the
money."



1909 Reo 2 cylinder car. The
name: Olds is one of the fam-
ous names in the pioneer auto
industry. When Ransom E.
Olds took his initials R. E. O. and
founded the Reo company he
set very high standards of
excellence for the auto industry.





1910 I.H.C. Auto Wagon These 2-cylinder chain drive Auto Wagons were the forerunners of the modern high speed line of I.H.C. trucks. This is a chain drive and the motor is cranked at the side. It was sold either water or air-cooled and the tank in front is for gasoline - not radiator. Note how far the farm truck has progressed in forty five years of engineering research and manufacture.



1908 Russell Touring Car Built by the Canada Cycle and Motor Co., the well-known bicycle builders who were among the very few Canadian car manufacturers. Originally owned by the late Fred Gerts of Boharm, one of the first secretaries of the Saskatchewan Grain Growers' Association. It was used by him to drive Messrs. Motherwell, Maharg, Partridge and other pioneers in the farm movement over the prairie trails in organization work. Note the all-wood body construction, the carbide tank at side which generated acetylene gas for the headlights, and the separate casting of the four cylinders.

ITEMS
OF
INTEREST



The seeder illustrated here is of 1884-85 vintage and represents one of the early makes of the mechanical seeder. The hand-broadcasting of grain was in use down through the ages until the introduction of animal-draft machines around 1850. A skilled hand-sower could cast seed broadcast enough to sow the desired rows in light sturdiest of soils with the straw-blower. Some men did this most essential work with remarkable accuracy.



The grain cradle and scythe as illustrated here is the classic machine still in appearance in America about 1875. At that time it was not only a great deal more on the crapping hook and scythe. The usual use of the cradle was for meadows, clover and an unbreakable back, but these qualities were not lacking in our pioneer's attention. It was generally accepted that a good sower could cut up to four acres of grain in a day. This amount was a by no means unreasonable feat for one of those Pygmy athletes. It would, however, be safer to discount such an estimate by one third to one half for the usual every-day working base. The cradle was, of course, followed by the hand binder.



The start of mechanized harvesting of grain was accomplished in 1831 when McCormick brought out his first reaper. In 1834 Hussey also came out with a reaper and that same year Cyrus McCormick patented his. These primitive machines were followed by the self rake reaper in 1858 and were improved until 1876 when the first wire tying binder came on the scene. In 1881 Appleby, Marsh and McCormick brought out twist-tying binders and with few changes they ruled the harvest field until the advent of the combine.

Machines for threshing grain came on the scene long before engines were available to drive them. The tread power was perhaps the most primitive form and was then followed by the horse power sweep illustrated here. 8 or even 12 horses were used for power and their use persisted until the advent of the steam threshing engine.



Threshing outfits such as the Northwest pictured here marked a big advance on previous methods of threshing. The traction steamer could move itself under its own power and could be fired with straw or wood. This style of threshing was thought to be the last word in harvesting but the inventors still kept at it.



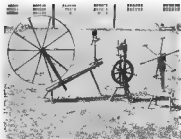
Stanley Jones Combination Thresher These machines were very popular with the Iowa farmer around 1914-1925. Notice that the unit is all on one truck. It could be moved around with a team of horses and very easily set. Observe that the feeding is done by hand, the straw being carried away by a straw rack, conserving engine power.



This Jackson thresher shown here represents the typical grain separator. About 1822 a New Hampshire Yankee came out with the idea of a spiked drum with metal teeth for tearing the grain out of the head. These first machines were nothing more than a cylinder and a concave without any provision for separating the straw from the chaff and grain. About one hundred years ago a monumental advance was made when some genius added a "shaker" which allowed the grain and chaff to be shaken out of the straw and fall beneath while the straw could be carried off and handled separately. From those primitive beginnings came the grain separator as we know it today.



This interesting exhibit is a dog-powered wheel and was donated by Mr. Ernest Monette of Madill, Okla. The story goes that the family left for town one day leaving the wheel hooked to the barn pump. During the absence of the family one of the dogs jumped into the wheel with the result that when the family returned the well was pumped dry and the barn flooded with water.



The Spinning Wheel belongs to the Golden Age of Homespun. The circumference of the wheel was ordinarily six and a half feet. Forty revolutions of the reel (forty threads) was a skein. Ten skeins was one hosi. Four skeins approximately two miles of yarn was a day's work for a busy spinner. To accomplish it she must pace back and forth at least four miles. From her day's work she could knit eight pairs of stockings or ten pairs of mittens or weave two to four yards of cloth. We can hardly conceive the unceasing, almost pitiless toil by means of which the pioneer household was clothed.



Sod Shack. This half scale model of a homesteader's sod shack on the Museum grounds was built by John MacNaughton and the Curator, both Saskatchewan pioneers. Sod houses and sod barns played an important part during the homestead era. For availability of material, cheapness of construction, solidarity and general comfort the sod building was unequalled.



Firearms played a very important part in all frontier history. From the early muzzle-loaders, brought over by the first settlers, to the repeating rifles which, many claim, doomed the buffalo, they all have a story to tell. This is part of the Museum's frontier display which will be extended as space becomes available.



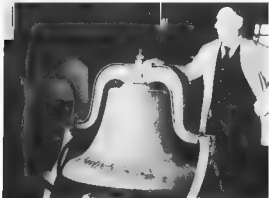
This is a tread power to be used with one, two or three horses for driving the early threshers of small sizes. The work was heavy and animals had to be changed often. This machine, made about 1900 was used in the Regina city as district.



Threshers, such as the Moody pictured here, began to supersede the hand threshing by the fall about 1840. The grain was fed to the cylinder by hand and the straw forked or bucked away from behind. About 1890-1900 self feeders, wind stackers and weighers were added. The photographer caught the Board Chairman, Mr. J. L. Phelps, making adjustments to the machine while running in the hangar.



This sheep herder's wagon was donated by J. A. Wasmuth of Trochu, Sask. It was a self contained unit furnished with bed stove, cupboards and the necessary food supplies. The Wasmuth Wagon is said to date back to 1875-1880 and to have been used on the Powder River Trail Drives.



This one-ton fire bell was formerly installed in No. 1 Fire Hall in the City of Saskatoon. Unhappily for many years the fifty-year-old bell now reposes at the Museum as a reminder of the old fire horse days.



We hope that you have enjoyed your tour. You have seen things from the past that only a few can still remember. A pioneer baby's cradle, a giant steam monster, the old ox cart, and many, many more items brought out of the past and restored for the future. Through this booklet, you have learned how the museum came into being. You have seen pictured and described many of the old machines that you saw on your tour — relics of the passing parade of Saskatchewan's history — preserved now for generations to come. We have been able to illustrate only a few of the many items we have on display, but even these few we hope, will be a memento of your visit to the museum and of the way of life of our pioneer forefathers.



The exterior of the Museum building taken from Highway No. 11



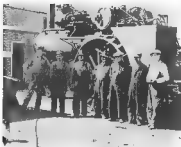
Mr J. L. Phelps, chairman
of the Board of Directors
of the Museum



Mr. George Shepherd
Curator of the Western
Development Museum,
Saskatoon



Thousands upon thousands of
people visit the Museum each
year. Mr. Shepherd, the curator,
shown here with a group of visi-
tors, is always happy to answer
their many questions and help
make their tour of the Museum
the highlight of their visit to
Saskatoon.



Some of the workmen and mech-
anics who's skill and efforts have
restored the giant machines to
working order

DATE DUE SLIP

NOV 1 9 RETURN

DUE CAN OCT 29 '80

DUE CAN NOV 12 '80

NOV 0 6 RETURN

DUE CAN FEB 12 '81

JAN 3 0 RETURN

DUE CAN SEP 15 '88

JUN 0 6 RETURN

DUE CAN SEP 01 '89

AUG 3 0 RETURN

DUE CAN DEC 04 '86

DEC 0 5 RETURN

DUE CAN NOV 28 '88

NOV 27 RETURN

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SASKATCHEWAN WESTERN DEVELOPMENT
MUSEUM

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Western Development Museum.

The Western Development
Museum. --

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Saskatchewan Development Museum
Located at North Battleford, Yorkton
and Saskatoon